

What is claimed is:

1. A suspension control apparatus for a wheeled vehicle comprising:

- (a) position detector means for detecting a present position of the vehicle;
- (b) a navigational unit for producing particular location data;
- (c) suspension units respectively associated with the wheels of the vehicle and having selectively variable suspension characteristics; and
- (d) a control unit which estimates in advance the arrival of the vehicle at the particular location, and which controls the suspension units so as to set the suspension characteristics to values associated with the particular location in advance of arrival of the vehicle at the particular location.

2. A suspension control apparatus according to claim 1, wherein the particular location is a facility located by the side of a road having a sidewalk along a driveway, a facility or a section of the road paved in a manner to inhibit reckless driving ^{or} ~~and/or~~ speeding, a toll gate, a narrow street, an intersection, a parking lot or a school.

3. A suspension control apparatus according to claim 1, wherein the control unit controls the suspension units so as to reduce the shock which the vehicle receives when the particular location is a facility located by the side of a road having a sidewalk along a driveway, or a facility or a section of the road paved in a manner to inhibit reckless driving ^{or} ~~and/or~~ speeding.

4. A suspension control apparatus according to claim 2 wherein the control unit controls the suspension units so as to reduce the shock which the vehicle receives in the particular location.

5. A suspension control apparatus according to claim 1, wherein the control unit controls the suspension units so as to increase the height of the vehicle when the particular location is a narrow street, an intersection, a parking lot or a school.

6. A suspension control apparatus according to claim 2, wherein the control unit controls the suspension units so as to increase the height of the vehicle when the particular location is ^{paid} a narrow street, ^{paid} an intersection, ^{paid} a parking lot or ^{paid} a school.

7. A suspension control apparatus according to claim 1, wherein the control unit controls the suspension units so as to decrease a difference in the height between a driver of the vehicle and a personnel at the window of a toll gate or an operational unit of an automatic machine when the particular location is the toll gate.

8. A suspension control apparatus according to claim 2, wherein the control unit controls the suspension units so as to decrease a difference in the height between a driver of the vehicle and a personnel at the window of ^{the} a toll gate or an operational unit of an automatic machine when the particular location is the toll gate.

9. A suspension control apparatus for a wheeled vehicle comprising:

(a) position detector means for detecting a present position of the vehicle;

(b) a navigational unit for producing data for a section of a road for which a speed limit has been set;

(c) suspension units respectively associated with the wheels of the vehicle and having selectively variable suspension characteristics; and

(d) a control unit which controls the suspension units so as to decrease the height of the vehicle when the vehicle is traveling on the road section and at a speed exceeding a vehicle speed condition based on the set speed limit.

10. A suspension control apparatus according to claim 1 further comprising a memory containing values for the suspension characteristics correlated with the particular locations.

11. A suspension control apparatus according to claim 10 wherein said values for suspension characteristics are calculated by said control unit.

12. A suspension control method for control of suspension units respectively associated with wheels of a vehicle, said method comprising:

storing, in a memory, values for suspension characteristics of the suspension units in correlation with particular locations identified as requiring adjustment of the suspension characteristics;

searching to determine a route to a destination;

determining a present position of the vehicle on the route;

generating guidance instructions to assist a driver of the vehicle in following the determined route;

determining an intent by the driver to enter one of the particular locations, based on at least

the determined present position; and

in advance of the intended entry of the vehicle into the one particular location, adjusting the suspension characteristics of the suspension units in accordance with values for suspension characteristics correlated with the one particular location.